

STATES OF JERSEY



STRATEGIC TRAVEL AND TRANSPORT PLAN

**Lodged au Greffe on 30th August 2005
by the Environment and Public Services Committee**

STATES GREFFE

PROPOSITION

THE STATES are asked to decide whether they are of opinion –

to refer to their Act dated 29th June 2004 in which they approved the States Strategic Plan 2005 to 2010 and agreed, *inter alia*, that the States should develop an integrated transport strategy that shifted behaviour and cultural mindset with regard to car ownership and usage, and –

- (a) to approve the Sustainable Travel and Transport Plan Draft Framework, dated July 2005 entitled “Turning Travel Around”;
- (b) to agree, that in order to give effect to the Plan, the Environment and Public Services Committee should –
 - (i) undertake further research to implement the following measures as a priority –
 1. review and develop a better bus route structure;
 2. review bus fares;
 3. review and develop the taxicab service;
 4. review and develop parking policy;
 5. take steps to alleviate congestion at the Beaumont Junction and Route de la Haule;
 6. enhance the Island’s cycle network;
 - (ii) take the necessary steps to ensure that the specific actions listed for years 1 – 5 on page 20 of the Plan are implemented within that timescale;
 - (iii) undertake further research on the development of the remaining measures listed under the heading ‘Further Work Required’ on page 20 of the Plan;
- (c) to agree that an additional sum of £500,000 per year for a period of 5 years should be made available to the future Transport and Technical Services Ministry when the allocation of revenue funds is agreed in the resource allocation and budget processes 2006 to 2010;
- (d) to refer to their Act dated 13th May 2005 in which they charged the Finance and Economics Committee, working with the Environment and Public Services Committee and the Parishes, to undertake further research and bring forward for further consideration proposals relating to the introduction of environmental taxes and transport related charges, and to agree that the following matters should be funded from the income raised through these measures if they are introduced -
 - (i) the proposals listed in paragraphs (b)(i)(5), (b)(i)(6) and (b)(iii) above;
 - (ii) the additional resources required to maintain and improve the main road network and associated infrastructure, as set out on page 21 of the Plan.

ENVIRONMENT AND PUBLIC SERVICES COMMITTEE

Note: The report 'Turning Travel Around' is published separately in hard copy and can be viewed electronically at –

<http://www.publicservices.gov.je/content/Documents/8292%20pages%20rev5.pdf>

REPORT

Background

In June 2004, the States approved the States Strategic Plan 2005 to 2010. This included an obligation on the Environment and Public Services Committee to bring forward an integrated transport strategy “*that shifts behaviour and cultural mindset with regard to car ownership and usage*”. The development of the Travel and Transport Plan, which is appended to this Report, is the first response to this considerable challenge. If adopted it will promote a decrease in the relative share of trips made by private car; increase levels of car occupancy; increase choice about mode of travel; result in a safer road network; and improve air quality.

As well as meeting the timeframe set in the Strategic Plan for developing a transport strategy, it is important that the States set the agenda for the new Transport Minister. This will provide the Minister with a clear direction that has been endorsed by the public and the States. It will also allow the Minister to implement change straight away rather than having to spend time and resources developing strategy.

Consultation

This Plan is a direct response to the travel and transport issues the public face. It is not simply the Committee’s aspirations or previous plans recycled. The Plan has been developed by engaging a representative cross-section of the public – including motorists, cyclists, pedestrians, bus-users and hauliers, of all ages – to better understand their travel problems and needs and to hear their potential solutions. Some States members, a wide range of States departments and parishes also participated in developing the plan.

The measures included in the Travel and Transport Plan are a direct result of these consultations and have been validated and endorsed by all groups involved. This transport plan will make a difference; the measures in it are practical and will alter the way people travel.

Action Plan

The Plan provides a strategic framework for the next 10-15 years, however, it also contains a number of key initiatives that should be acted upon and implemented in the next 5 years. Certain themes have emerged from the consultation and have helped the Committee determine priorities.

Public transport strategy

The Committee considers a fundamental review of the public transport service available within the Island is required: its revision is essential to enhancing genuine travel options for many members of the community and it could play a much greater transportation role than it does presently. Key elements in the development of this strategy are outlined below.

Review and develop a better bus route structure

A review of bus routeing is needed to maximise service provision and ensure the most efficient use of drivers and vehicles. The review would consider matters such as the potential re-introduction of a Town Hoppa service, further integration of school services with the scheduled bus services, introducing greater flexibility into bus routes, late evening buses and the potential introduction of multi-occupancy lanes.

Review bus fares

The review would include exploring the potential to introduce flat fares, reduced fares for young people and transferable ticketing.

Review and develop the taxicab service

A review of the role and operation of taxicabs is needed to develop their contribution to the public

transport service in the Island. The review would explore the need or otherwise, to distinguish between rank taxis and private hire vehicles and examine the fare structures and current levels of service. This may involve government intervention and support to ensure better public service provision, possibly through a service level agreement.

Parking strategy

The Committee considers a fundamental review of parking is necessary: the provision, quality, management and method of payment for parking space, particularly in St. Helier, needs to be addressed. Key elements in the development of this strategy are outlined below.

On-street parking

The use of road space needs to be reviewed. This could include introducing a hierarchy of waiting restrictions to promote the more effective use of road space. As shown in a recent review when the Committee with the Parish of St. Helier identified some 70 new spaces, more on-street parking and loading space at certain times of the day could be provided. This would also allow key routes to be kept free of traffic during peak hours.

Off-street parking

The existence of considerably more private commuter parking compared to public parking makes it difficult for the traffic authorities to influence car use. A review of the strategic approach to the availability and provision of off-street parking, both public and private, is required which would include the potential introduction of fiscal measures associated with private parking spaces. Enhancement of the level, quality and availability of public off-street parking spaces is also needed and the means to achieve this should also be part of the review.

Method of payment

A systematic review of the method of payment for public car parking is required to ensure that Jersey is using the most efficient and effective system for delivering value and which best meets the needs of the customer, for both on- and off-street spaces.

Easing congestion at Beaumont Junction and Route de la Haule

The extent and duration of congestion around Beaumont and along Route de la Haule is clearly an issue for many people. There is a need, therefore, to explore options for reducing delay and improving traffic flow throughout the day.

Expanding the Island's cycle network

People want more cycle routes. There is a very successful, safe route from the west of the Island and it would be advantageous to introduce similar safe routes elsewhere, for example, from Gorey.

Resources

There will be no improvement in transport unless more money is invested. While developing a better bus route structure and improving parking should be cost neutral, the other priority measures may require additional support.

The measures in years 1-5 in the table on page 20 of the Plan, require around £500,000 a year to implement. These measures will make an immediate difference for a fairly modest investment but are not currently funded. There is no means of securing this funding from existing budgets. The Committee has suggested in the Plan that this level of funding could be provided by putting 1p on to fuel duty or 5p on to a unit of parking. It is, however, more equitable to put the cost onto fuel than onto public parking.

The reviews of public transport and parking are intended to be cost-neutral. The remaining measures will require more significant investment which will need to be discussed and planned with the Finance Minister so that future funding for them is identified. Potential options are identified on page 21 of the Plan. A number of these options are being explored by the Finance and Economics Committee in accord with the States' decision on the Fiscal Strategy.

The Environment and Public Services Committee will need to review the use of human resources available to it, and will need to continue to work in close collaboration with other States departments and the parishes, to deliver this programme of work.

There may also be a requirement to buy in specialist skills to assist with specific proposals and to enhance the skills mix available to the department, which would be funded as part of the implementation costs of those specific projects.